

THE LURE OF THE COUNTRY

CHARMING HOMESITES ALONG THE PALISADES

On the Line of the Northern Railroad of New Jersey—From Weehawken to Nyack—Attractive Homes and Building Sites to be Had in This Section.

The most beloved rural life will not deter summer forever. When the first oppressive weather does arrive it sets many a man to the sea, to be separated from his family during the long summer months, and to leave his business for an extended vacation, to tearing his hair because he hasn't long since met the difficulty with a happy compromise in the shape of a country home within commuting distance.



RAILROAD STATION AND LAKE AT DEMAREST.

The city is divided by the railroad, along which are the town square and the business district. The east side rises by a rolling slope to the plateau above the Palisades, which are a mile and a half from the railroad station. On this plateau, Englewood Cliffs, there are several large country places, some of them commanding the great sweep of upper Manhattan and the Hudson up and down.

The ridge of the Blue Mountains appears in the middle distance, with the famed Orange Mountains further off, flamed away on the faint edge of things there is sight of the Ramapos. A little to the south are the smoke and spires of Hackensack, and all the open country beyond that city. High Mountain, behind Paterson, is prominently in view.

The west side of Englewood, on level ground, has the strongest appeal to home-seekers of modest means. The houses are small, and neat frame houses most of them, of five and six rooms. In the southern part of this region is Mackay Park, an extensive part of the Phelps estate, lately presented to Englewood by former Mayor Donald McKay.

On the East Side figures are much higher. Here also there are few houses to be bought or rented, and land is sold as acreage, the prices asked ranging from \$5,000 to \$8,000 an acre. A few single lots on desirable streets are to be had from \$30 to \$50 a foot front.

The population is given as slightly under 10,000, which seems rather a high quotation. The town can be reached from New York by the Northern Railroad, on which the commutation rate is \$4 a month, or by ferry from 139th street to Edgewater and trolley thence.

Englewood has a pure and plentiful water supply and the best sewerage system, with all other public service conveniences. You don't rush out and beat a homely totem when you want the fire fighters, for an electric box alarm system has recently been installed.

Englewood is so convenient to the city, with its fine schools, its fine churches, its fine homes, its fine streets, its fine water, its fine sewerage, its fine public service conveniences, its fine fire fighters, its fine electric box alarm system, its fine roads, its fine macadamized thoroughfares, well graded and well drained.

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land to be had and the values for lots and houses are about the average for the region we are now considering. The value of houses running from \$25 up, and \$3,500 for large houses and farms, with a few houses with all improvements. Tenafly is situated in a hollow between the western slope of the Palisades and a rise of wooded ground. The \$700,000 school has just been completed. The present northern terminus of the trolley is in Tenafly and the line is to be extended to the northern towns. Incidentally the proposed electric line of the Northern Railroad is soon to materialize, which will give increased convenience in commuting.

On the left, going north from Tenafly, lies a wooded marshy bottom through which the Overpeck meanders. It is an alluring picture, bright just now with the new growth of the willows and with glimpses of the cabbage patch and the skunk cabbage plant. If you insist on plain speaking, Skunk cabbage foliage is beautiful whether you come upon it in early spring, when the high cost of living has not yet entered into its animal namesake and the life is fair to see.

On the right there are several attractive houses, built well up the slope, mostly with the kitchen and dining room and a bedroom upon a stone foundation. This whole region is refreshingly free from artificial stone construction, one of the worst things in the high cost of living has not yet entered into its animal namesake and the life is fair to see.

Notable in Creskill is the Creskill Lumber Company, of which George W. Bennett is president and Clarence E. Bennett vice-president and treasurer. As announced in another column, the company deals in everything which is to be had in the north, and has a fine building on the site of the station, which insure good outlook and drainage. Creskill is said to have the best sewerage provision among the small towns in the Hudson valley.

Demarest, the next town northward, is especially well situated from every consideration. The Palisades afford a magnificent view of the Hudson valley, built on the rolling ground west of the railroad command a splendid view of their well wooded slope. Growth in Demarest has been rapid and conservative, containing the best of both worlds, the beauty of the country side and the healthfulness of climate for which this entire region is famed.

Demarest has electric light and water mains through all the principal streets. A park of several acres has been laid out on the rolling ground west of the railroad and is now being planted with ornamental shrubs and trees. Through the park flows the Tonawick Creek, which has been dammed at a point just above Demarest to broaden out into a charming little lake at the lower end of which is a concrete dam, with a waterfall cascading into a pool below the stream runs under an arched stone bridge.

Demarest has a Borough Club, the members of which take particular interest in the welfare of the town and the welfare of the community. It is a charter member of the new Federation of Civic Bodies of Bergen county, formed last year. The club has a fine swimming pool, a tennis court, a golf course, a bowling alley, a billiard room, a library, a reading room, a billiard room, a library, a reading room, a billiard room, a library, a reading room.

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lightly wooded region, with wooded hills on either hand, and Mount Nebo, above Sparkill, looming up far ahead. Tappan a conservative little community of 4000 people, among the hills and the center of historical interest for the entire region. It was a flourishing Dutch settlement before the fierce Leni-Lenape Indians had been driven back and southward to their record in Tappan, many a bloody skirmish between the settlers and the marauding aborigines.

In the Revolution Tappan and the country south of it were the scene of the Howe's British and Hessian forces sweeping southward through New Jersey in pursuit of Washington, and later, in 1780, Washington's campaign there, making headquarters in the town. Arnold had married a Tory wife after the capture of the Continental Congress and severe wounds upon his person had fretted him into an unwholesome state of mind. He asked and obtained command of West Point; the rest is tritey familiar. Sir Henry Clinton's Adjutant-General, the British Major and was Arnold's received and replied to Arnold's treasonable overtures and when negotiations became necessary he was compelled to resign.

Arnold's resignation was the scene of the Sleepy Hollow and taken across the river to Tappan. His fate, the failure of Arnold's purpose to deliver Stony Point to the British command, and his subsequent escape all came about through a strange chapter of unforeseen contingencies. In Tappan they show you the Andre prison, where the young man lay for forty days, engaging the sympathies and the respect of every one about him. The case against him as a spy was clear. Washington, whose the young man lay for forty days, engaging the sympathies and the respect of every one about him. The case against him as a spy was clear.

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one advantage not shared by any other city on the river; in that the West Shore Railroad does not run through Nyack along the waterfront but passes west of the town along the foot of South Mountain. The station of the Northern Railroad of New Jersey is located in Nyack, and between the two roads train service is continuous and convenient.

The Hudson River is a beautiful stream, which has been slow but sure, and there has never been any attempt to divert it or to "boom" Nyack. An extension of the trolley from Tenafly is expected within the next few months.

The situation of the little city is a widening of the shore level at the foot of the mountains, which needs a this point but from a geological point of view, the view is a beautiful one. The river is widest before Nyack, becoming the Tappan Zoo. A drive to the higher residence districts at the foot of the western mountains reveals the view from the water front. The view with the near and well plotted city spread below him, a vast expanse of the Hudson for middle distance and on the eastern shore the view is a beautiful one.

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ALL WAITING FOR SUBWAYS

SECTIONS OF LONG ISLAND THAT ARE RIFE FOR DEVELOPMENT.

New Lots and Flatlands Coming Into Prominence—Progress at Kings Highway Way—A Five Cent Fare From Coney Island and Sheepshead Bay.

Nothing that could happen here has such a quickening influence on real estate conditions, especially in certain sections of Kings borough, as the settlement of the subway question. That portion of Kings which lies in the neighborhood of the limit of the five cent fare zone and immediately beyond it would respond in a remarkable manner in answer to a fixed policy of transportation for that territory.

Thousands of acres, much of it in a semi-developed state in the Flatlands and New Lots sections, in the vicinity of Jamaica Bay and beyond Kings Highway, where the single fare charge terminates, would come into the market as soon as the demand since before the panic and there would be an improvement here. Kings Highway in the Sheepshead Bay and Coney Island districts that would be difficult to overestimate, for it is generally believed that whatever solution may come in answer to the clamor for transportation a five cent fare for that region is imperative.

There has been a marked increase in the demand for property in the region between Brownsville and Jamaica Bay of late and one corporation a week ago bought upward of 1,000 lots which will be offered in the near future to the arm of home-seekers which will find a peculiar attraction in that location with the Long Island Railway, the subway and the trolley serving their transit needs. It has been a long hard battle, but those who brought these lands from the stout Dutch farmers and their descendants, who a decade or so ago were content to make a living by tilling the fertile soil for market garden purposes and who have seen their farms converted into developments with streets cut through them, curbs, sidewalks and gutters and oftentimes row after row of brick or stucco structures where once they placidly cultivated potatoes, corn, tomatoes and other vegetables and passed half the night in getting to market with their huge canvas covered wagons.

There are some sections in the district named where the original property has not changed hands, being handed down from generation to generation of the same family, and the fields are still tilled as of old. These are few and far between, however, and the men who have had sufficient courage to resist the advances of the realty promoters, who were in the heyday of their activities a short time prior to the panic, are to-day in a position where a very small holding makes them independently rich whenever they care to sell. Some of the land in the Flatlands and New Lots sections is held at from \$5,000 to \$10,000 per acre. It is not long since \$1,000 would have been considered a good price for it.

That was before New York had leaped the boundaries of Manhattan Island, and the thousands of those who owned a living in the metropolis had begun to realize that there were other places in which to live and rear a family than the crowded tenement districts of Manhattan and the palatial houses of the rich. It is only a few years since the man who had sufficient courage to resist the advances of the realty promoters, who were in the heyday of their activities a short time prior to the panic, are to-day in a position where a very small holding makes them independently rich whenever they care to sell.

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